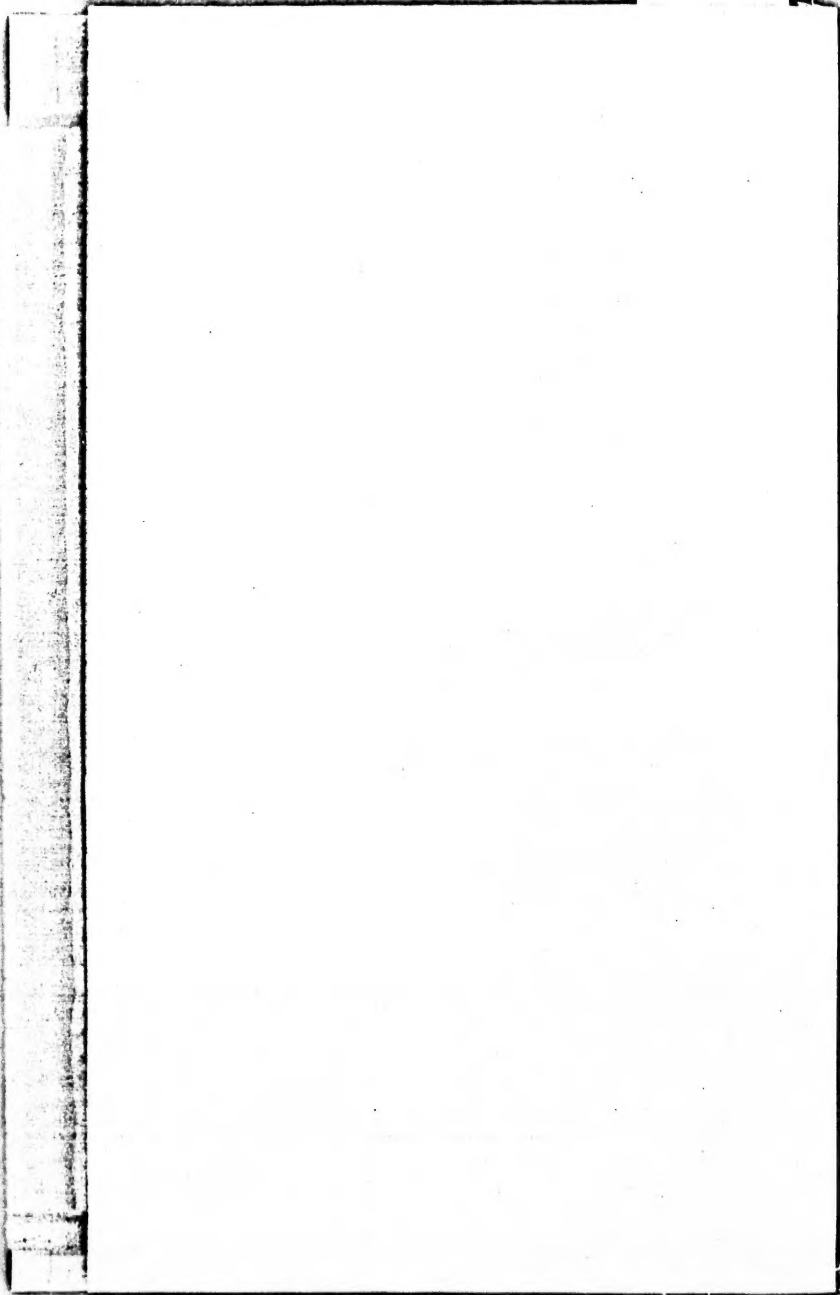




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MEMORIAL IN CONNECTION WITH THE OMINECA ROAD PETITION.

To His Excellency Governor Macgill and the Legislative Council of British Columbia:

The undersigned have been requested by the people of British Columbia to present, in connection with the "Omineca Road Petition," the following Memorial, entering more into details regarding the object and necessity of the said Petition:

It is now exceedingly probable that several hundred miners will go to the new mines in the Omineca District very early in the ensuing Spring. Unless some new developments are made in Cariboo, it will be deprived of at least half its present mining population.

In the agricultural districts, every man who is able to leave his farming interests is intending to go in the same direction.

We can reasonably calculate upon three or four hundred from Victoria, Washington Territory, and California. Therefore, it is not an exaggerated estimate to believe that 1,200 or 1,500 men will, in a short time, be en route for Germanen Creek. A great many of them will strive to reach the mines as soon as the weather will allow them to travel, and before it is possible to transport food, or mining tools over the present routes.

It follows, therefore, that there will be an inevitable delay at some point in their journey, unless additional facilities are provided for them to reach their destination.

In such a case great suffering might ensue, and a reaction would probably take place, which would retard the prospecting of the country.

To avoid this, there is but one route capable of affording early relief. This is the route proposed to be opened from Quesnelmouth, via the Giscome Portage. The ordinary time at which the ice disappears from the Upper Fraser River, and the waters leading to and from McLeod's Lake is April 20th. Upon Tatla Lake, it invariably remains about a month later, often not breaking up until the 1st June. Even after the ice is gone from that lake, the grass upon the trail from Tatla Landing to the Omineca River is insufficient for the support of animals until nearly the 1st July. Thus the Fraser River Route will allow the transportation of supplies about six weeks earlier than the one hitherto followed.

This route has another advantage over others. In the event of its being opened, a large number of boats will be at once constructed at Quesnelmouth, and each miner, who has money to get his summer's supplies, will be able to land them directly in the heart of the mines. His boat will give him ready means of moving them up or down the river, and thus prospecting will be made a matter of little difficulty. If, however, men are compelled to carry their food upon their backs, through forests without trails, their efforts will be limited to a very few creeks.

It is supposed that Germanen Creek does not lie more than Seventy-five Miles in an air line from McLeod's Lake, nor more than One hundred and ten from the Giscome Portage. Through this section of the country, there are many chains of lakes, surrounded by good grass, through which a trail could easily be opened. By this trail the principal portion of the foot travel would eventually pass.

Besides the interests of the mining population, it seems to be necessary to protect also the interests of the farmers. During the past season, the Lilloet, Thompson, Kamloops, Bonaparte, and Soda Creek Districts have produced over

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3,000,000 lbs. of Wheat. This, when ground, will yield nearly 1,000 tons of Flour, an amount almost double the requirements of the entire mining and farming population. If, then, half the miners of Cariboo should leave for the Northern mines, the surplus of Flour would be very large, and the producers would be unable to dispose of their produce at any except ruinous rates.

If no outlet for this produce is provided besides the Cariboo market, it is thought that not one-half of the land now under cultivation will be farmed during the ensuing season.

As an evidence of the low prices which farmers are now getting for grain, we will state that wheat is now being bought at Kamloops Lake, already sacked, after being transported forty miles, for 1½ cents per lb.—a trifle only above the prices in San Francisco.

The same remarks apply equally to other produce, and to cattle, hogs, and sheep.

The entire mercantile community of British Columbia are most closely connected with the farming population, and their interests are identical. The barter and the credit systems prevail throughout the whole country. If, therefore, the latter class are deprived of a portion of their market, a universal depression will exist among the traders, and many of them will be ruined. Such a result could not fail to seriously injure Victoria and our other principal towns.

The amount that is asked from the Government for the proposed roads and trails is small. A few individuals from one single thinly populated district have contributed upwards of *Five Thousand Dollars* for the explorations which have already been made. Only six times this amount is asked from the whole country. If by means of this small outlay one thousand men should be enabled to remain in the Omineca country for the space of one year, the amount expended by the Government would be received back, or nearly so, in Customs Duties and Tolls on the merchandize consumed by them. In this event, the Government would in that space of time actually be reimbursed for its expenditure.

It is evident that the influx of a large mining population, and the full development of the extensive gold field which undoubtedly exists upon the Peace River and its tributaries will give the Colony an additional importance in the eyes of the people of Canada. As a means of hastening Confederation, and of securing the most favorable terms of Union, it therefore seems to be the true policy of the Government to render that country easy of access.

In regard to the feasibility of the scheme of opening this route, and the time which will be consumed in carrying goods over it, we beg to append the following statements from well-known miners:—

"Peace River Smith" was two days going from the Giscome Portage to McLeod's Lake, and two more from there to Findlay's River;

"Black Jack" was five days going from Findlay's River to Germansen Creek, and poled his canoe the whole distance;

John Giscome says he could go from Germansen Creek to the Portage in seven days in a canoe, or either way in twelve days with loaded boats;

"Nick Silver" made the trip from the mouth of Nation River up to McLeod's Lake in a "dog out" in 31 days. "I think the trail north from McLeod's Lake would be through very thinly timbered country, small cottonwoods and black pine, with good grass";

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"Dancing Bill" says "I can go from Portage to Findlay's Branch in four days.
Have been up Parsnip River 40 miles above McLeod's River. It is good for
steambating; plenty of water and not rapid. I think it is not over 75 miles
from McLeod's Lake to the head of Germansen Creek."

All the above believe that a good and easy trail could be opened almost in a
direct line from McLeod's Lake to Germansen Creek.

In conclusion we wish to state to your Excellency—

That responsible boatmen have expressed a willingness to freight from Quesnel-
mouth to Germansen Creek (provided the road across the Portage is opened) for
10 cents per lb, and think that when the route is fairly tested this can be reduced.
Freight from Quesnel to Tatlah Landing during the last season cost 12½ cents.

R. W. W. CARRALL,
Member for Cariboo,
C. F. CORNWALL,
Member for Yale,
R. J. SKINNER,
Member for Kootenay,
HUGH NELSON,
Member for New Westminster,
F. J. BARNARD,
G. B. WRIGHT.

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